

## WOULD SEEK ELIMINATION OF TRAFFIC CONGESTION

**Motor Car Maker Proposes Separation of Truck and Horse-Drawn Vehicles.**

**SAYS WOULD MINIMIZE DELAY**

**Declares Investigation Shows Blocking of Streets Is Always Traceable to Horse-Drawn Wagons—Economy in Street Space.**

"Have you ever noticed that a jam of trucks and cars on the busiest streets is generally caused by horse-drawn vehicles?" says G. A. Kissel, president of the Kissel Motor Car Co.

"I understand that statisticians who have made a study of traffic conditions in our principal cities for the purpose of eliminating congestion, estimate that horse-drawn vehicles cost the country hundreds of thousands of dollars annually in delayed delivery schedules, resulting in missing shipping dates.

"Thus, when a manufacturer's load of merchandise is held up, the wholesaler or jobber to whom the consignment of goods is scheduled, is held up in receiving it, which, in turn, makes it necessary for the wholesaler to disappoint the retailer, who again in turn, cannot supply the goods to his customers.

"Desirable to Eliminate Delay.

"Today, when uninterrupted transportation is an absolute necessity, when the different industries are called upon to work full force to make up the time lost in the last two years, it is to the advantage of the nation as a whole to eliminate these delays.

"To do this a great many cities in different parts of the country have laid plans to separate streets for horse-drawn equipment so that traffic jams can be reduced to a minimum. This can be accomplished in several different ways. For instance, the business streets running parallel can be divided

off, one for motor-driven vehicles, to be driven in one direction, while on the next street these same vehicles can return without interfering with the flow toward the point they are leaving. Then one-half the next street can be devoted entirely to horse-drawn vehicles going in one direction, while the other half can be devoted to horse-drawn vehicles returning.

**Separate Loading Platforms.**

"If we are to continue using horse-drawn vehicles I believe it would be advisable for both the railroads and steamship companies to build separate shipping platforms. If this is done it would be only a short time before owners of horse-drawn vehicles would realize the immense amount of waste this means of transportation is causing them. They could not help but notice how their competitors using motor-driven vehicles, were delivering two and three times as many loads as they were at practically the same cost, if not slightly under it. This would not be the only result. The horse-drawn vehicle-owners could not compete in the matter of wholesale prices with the owners of the motor-driven vehicles at the same expenditure of time and money. It would take an owner three times as long to deliver his goods as his competitor, costing him just three times as much to deliver his goods. Thus his competitor could afford to sell his goods at a lower price than if he had to spend the same money on a slower means of transportation.

**Economy in Street Space.**

"Again referring to this matter of receiving and shipping loads for shipment, a motor truck can be backed into a space that is just slightly wider than the truck itself. There is no difficulty in doing this if the driver is expert and he can do it in a very short space of time. But take this same space with a horse-drawn vehicle trying to back into it, and it is a matter of sawing back and forth, and if he has a particularly heavy load it is almost impossible for a horse to guide it. Again he may have two or three horses, which makes it all the more difficult to handle the vehicle without interfering with traffic going in either direction in front of them."

**Enlarging Hosiery Mills at Durham.**

DURHAM, N. C., July 5.—The Tar Heel Hosiery Mills Company, which was incorporated several weeks ago with \$200,000 capital stock, has been fully organized. J. S. Carr, Jr., is the president and W. E. Carr is secretary-treasurer.

## SPEEDWAY'S MISSION IS TO EXPOSE CARS' WEAK POINTS

**Latest Contest at Indianapolis Demonstrated Need of More Strength in Wheels.**

INDIANAPOLIS, IND., July 5.—Reports that the next Indianapolis 500-mile race in 1920 would be for cars of 183 cubic inches piston displacement are officially confirmed in an announcement issued by General Manager Theodore E. Myers, of the Indianapolis Motor Speedway Company.

"The Indianapolis speedway was built," says Myers, "to further the development of American automotive engineering and design, in a manner similar to that accomplished by the French Grand Prix in Europe. It had its origin in the visit to one of the early European Grand Prix, in the primeval days of automobile history.

"The Pope-Toledo delegation, of which Fisher was a member, prided itself on having achieved unusual success in automobile construction, and thought it would show the Europeans something in the way of reliability and performance. However, the contest proved that the Americans were far behind their European rivals in every respect.

"Returning to the United States, Fisher promoted the Indianapolis Motor Speedway, with James A. Allison, Arthur C. Newby and Frank H. Wheeler, on which to hasten the progress of American automobile construction, and it has since proved of incalculable value in refining and perfecting American automobile design, particularly with respect to economical operation and to safety.

"An Indianapolis speedway race tests a car as severely as two years of ordinary usage. Weakness or improper design in any vital part is certain to show up during a race, and enable its correction before it has been incorporated in vehicles for public consumption. In the last race he developed that wheels were still far from perfect, every accident but one resulting from this cause. The experience of the race will hasten the improvement of wheels to a point where they will be absolutely sound, preventing possible loss of life on the open road and insuring safety in automobile travel.

"The history of the speedway has been one of progress. As fast as the

field of investigation seemed to be exhausted under existing specifications, new conditions were announced to stimulate still further development. Were for cars of unlimited piston displacement. In 1911 and 1912 cars were limited to 100 cubic inches displacement, which was further reduced to 100 cubic inches in 1913 and 1914. The standard for 1915, 1916 and 1917 was 200 cubic inches, and for 1918 will be 183 cubic inches.

"The constant aim of the speedway management, through reducing engine sizes, has been to realize greater economy and lighter weight in automobiles, without sacrificing power or performance. The light weight and economical, yet roomy and powerful car of the future will owe its existence in large measure to the lessons learned on the Indianapolis speedway, just as existing models owe their rapid improvement to contests of the past."

## TOLEDO FIRM ESTABLISHES OFFICES IN NEW YORK

**Milburn Wagon Company Prepares to Meet Increase in Foreign Business.**

To meet more adequately the material increase in export business, the Milburn Wagon Company, of Toledo, Ohio, manufacturer of the Milburn Electric, has appointed a representative to direct its foreign trade.

The Milburn export representative is the Automotive Products Corporation, with offices in the Woolworth Building, New York City. E. J. Chaffant is vice-president and general manager, and is assisted by F. S. Rogers.

Both of these gentlemen have had wide experience in the electric car field for the past ten years, and the Milburn Wagon Company considers itself very fortunate in being able to make this association with men so

well qualified to manage this end of its business.

This progressive step is in keeping with the Milburn Wagon Company's policy regarding trade with distant countries. For several years this company has enjoyed a large export business, and since the signing of the armistice the increase in this business has been notable. Officials of the company attribute this, not only to the popularity attained by their product, but to the business reputation they have established in foreign fields.

Shipments of Milburn Electric for numerous foreign countries are leaving the Milburn factory in Toledo daily. Among the most recent shipments have been several consigned to China and other Oriental lands, where the Milburn is supplanting the rapidly growing obsolete modes of travel peculiar to those lands.

Memorial Hall for Fredericksburg, FRIDEBURG, VA., July 5.—The Memorial Committee, of which Dr. J. C. King is chairman, has about completed all of the plans for the proposed Soldiers' and Sailors' Memorial Hall to be built in this city at a cost of \$20,000. The contract may be awarded in a few days.

growing obsolete modes of travel peculiar to those lands.

Milburn Electric are a familiar sight upon the streets of many of the cities of the Chinese republic, where the more or less aristocratic have abandoned the man-drawn jirikishas for the modern and more comfortable means of travel.

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32x3 1/2	2.20	8.50	38x4 1/2	3.00	11.00
32x4	2.30	8.50	38x4 1/2	3.10	11.00
32x4 1/2	2.45	8.75	38x4 1/2	3.20	12.25
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## Richmond User Praises Corbitt Truck



This is only one of many letters received from Richmond concerns who demand a real truck that gives service

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Richmond, Va., June 6, 1919.

Messrs. A. Meyer's Sons Co., 9-11 S. Eighth St., City.

Gentlemen: Our experience during the past two years with our Corbitt Truck has been that the truck has stood the test of hard use, overloads, and can be operated as economically as any truck we know of, and more so than some of the other models that we are using.

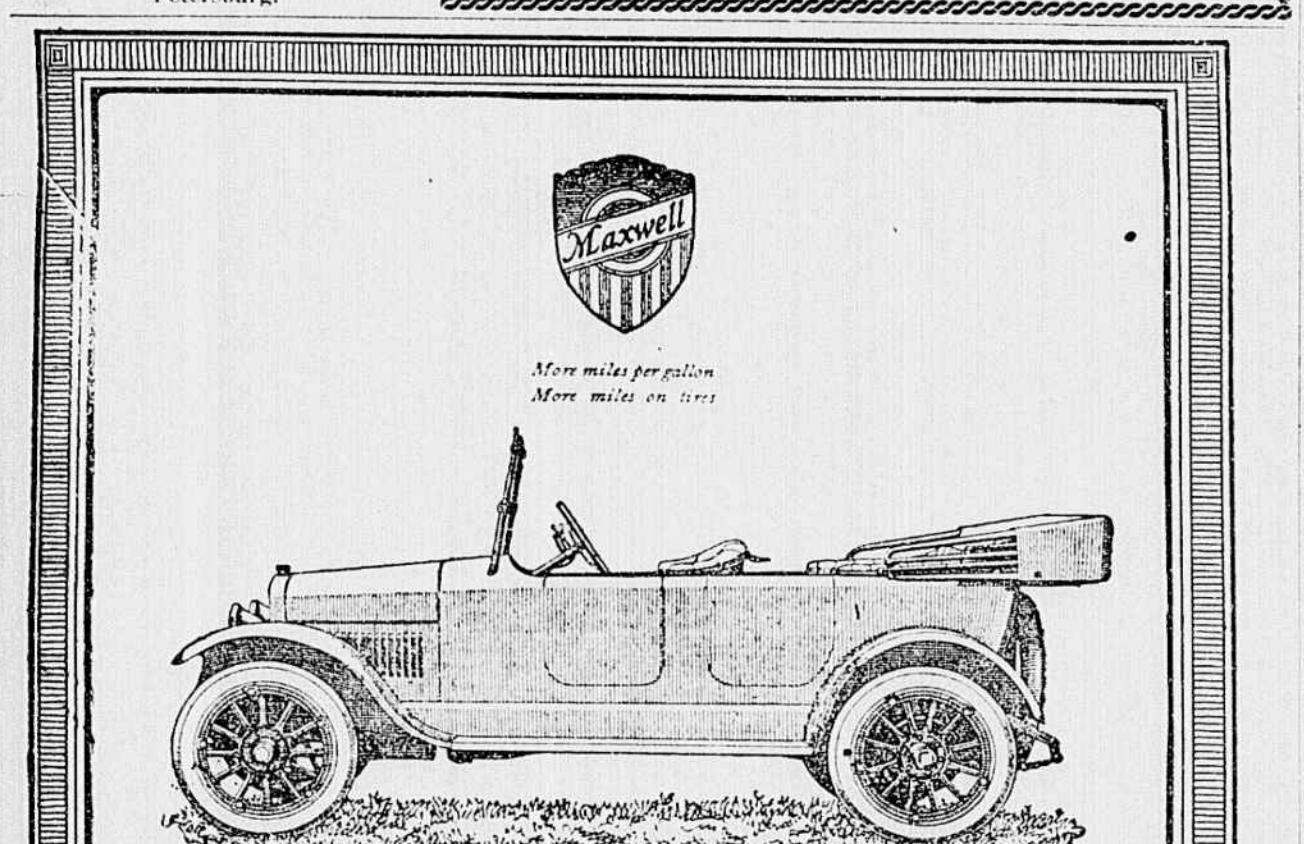
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